NORTH CAROLINA
Department of Transportation









Technical Services

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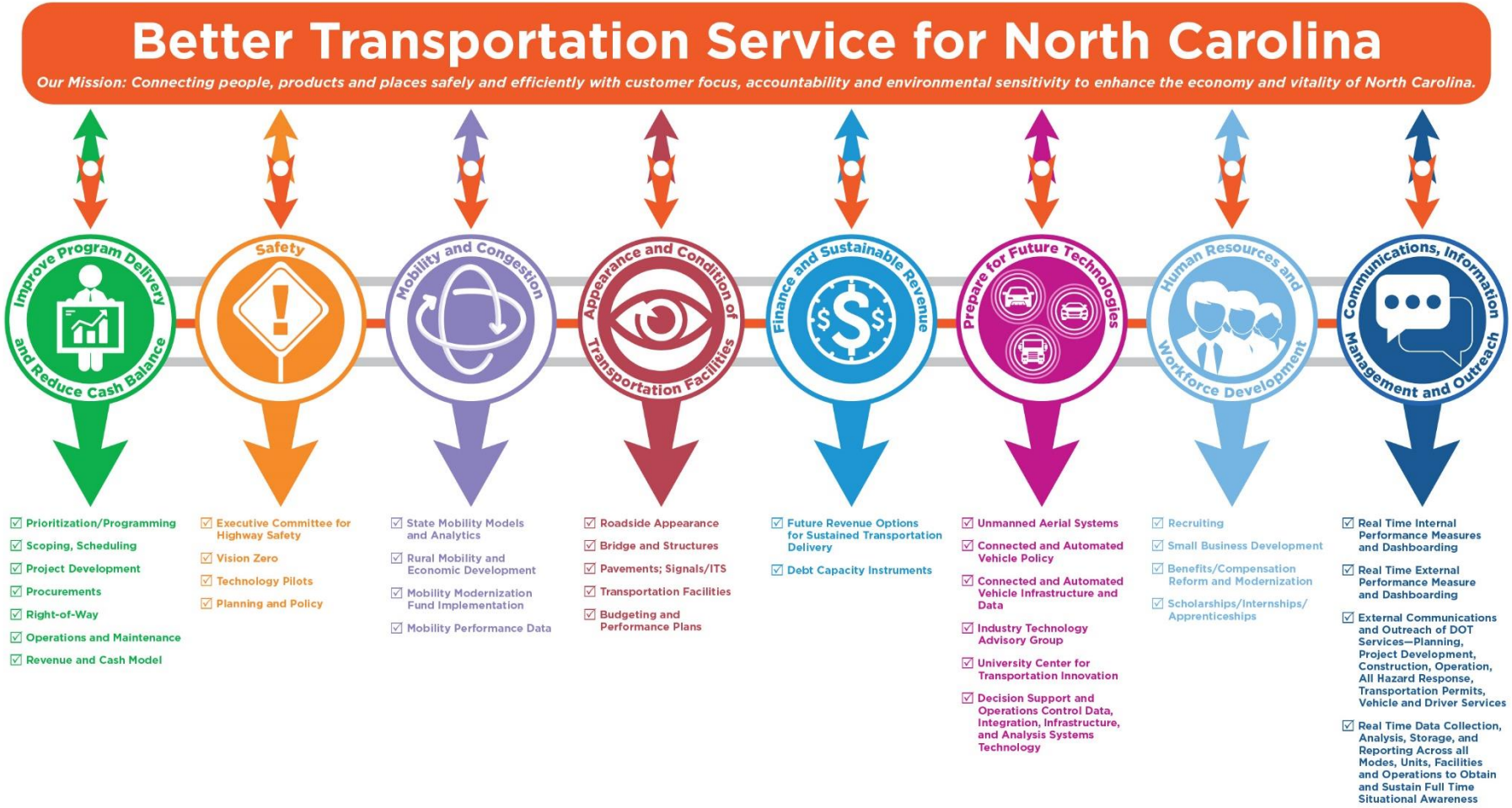
January 11, 2018

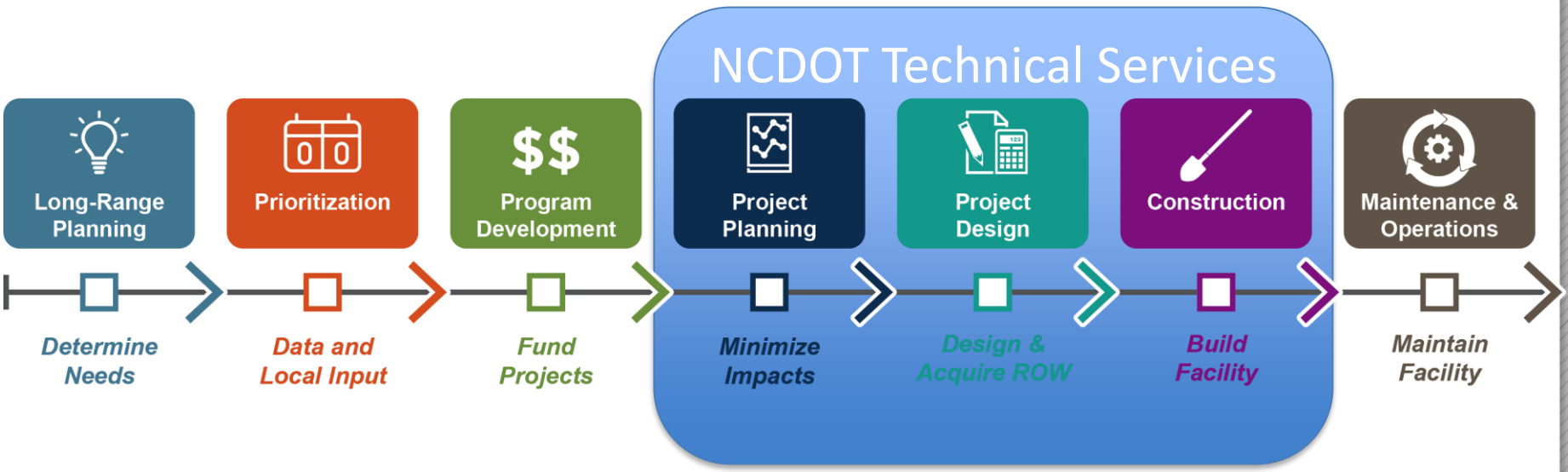
Introduction and Overview

- Introduction
- First 100-days update
  - Program delivery approach
  - Structure and processes
  - Industry partners
  - Oversight and controls

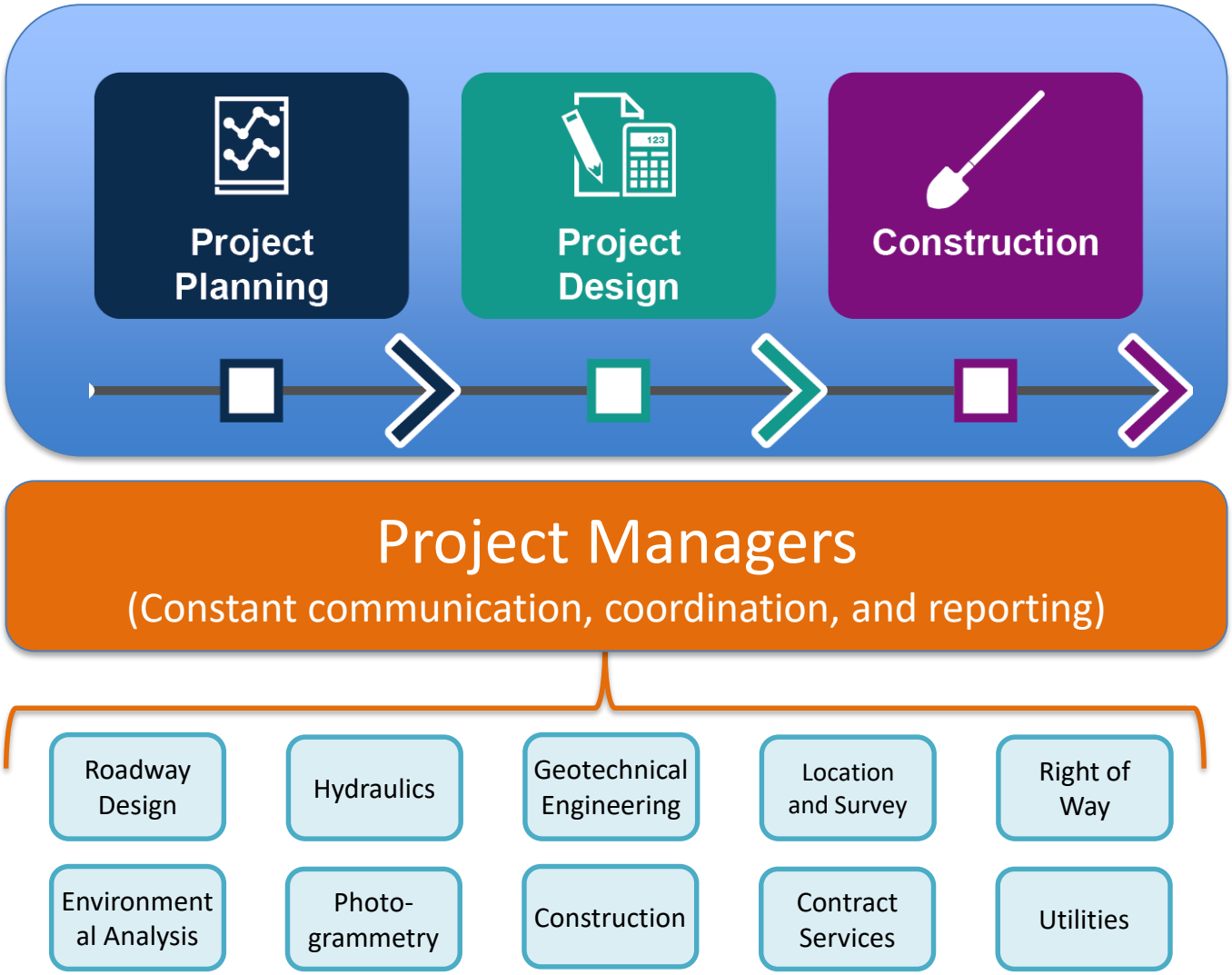
NCDOT Priorities and Work Groups



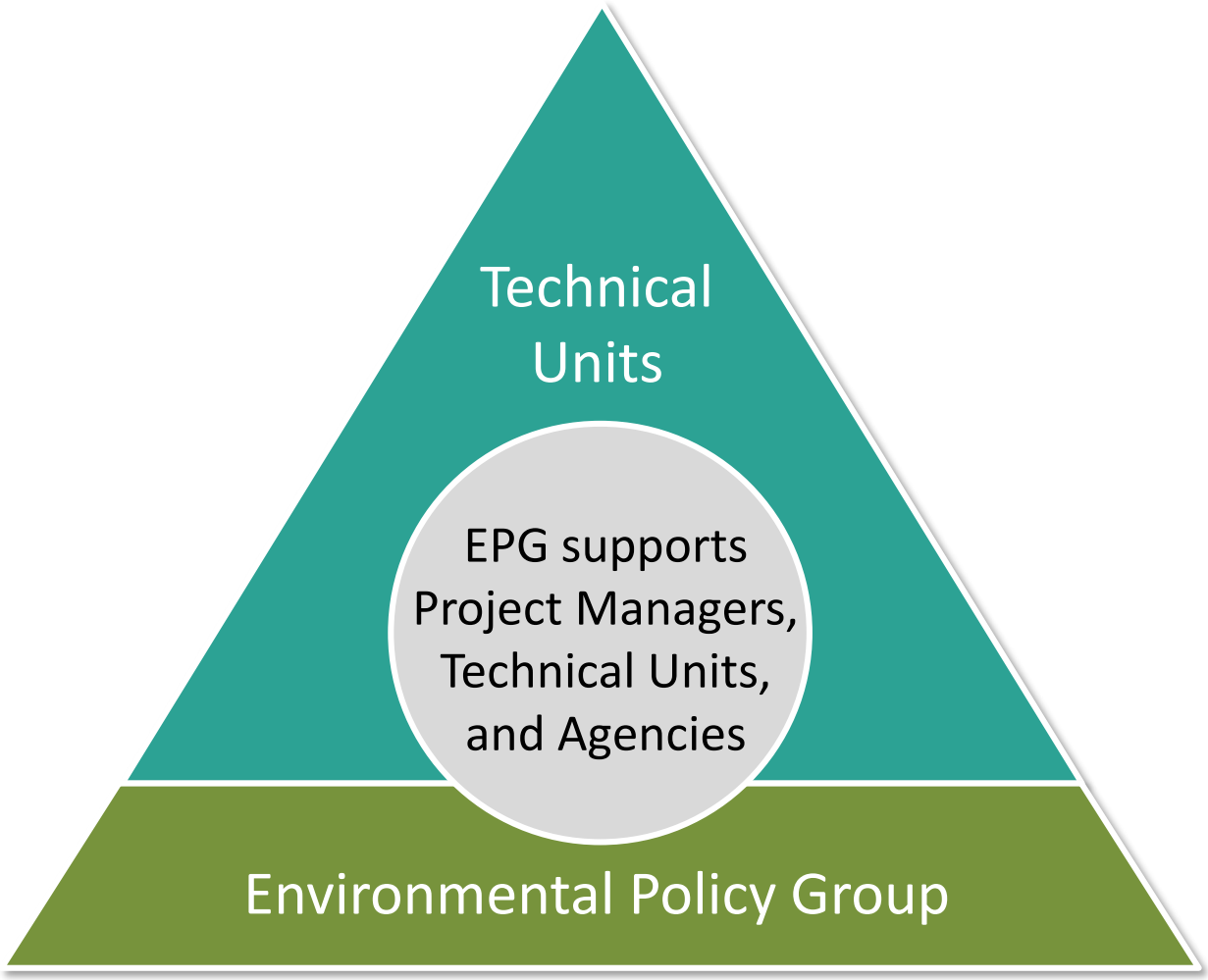
Program Delivery Approach



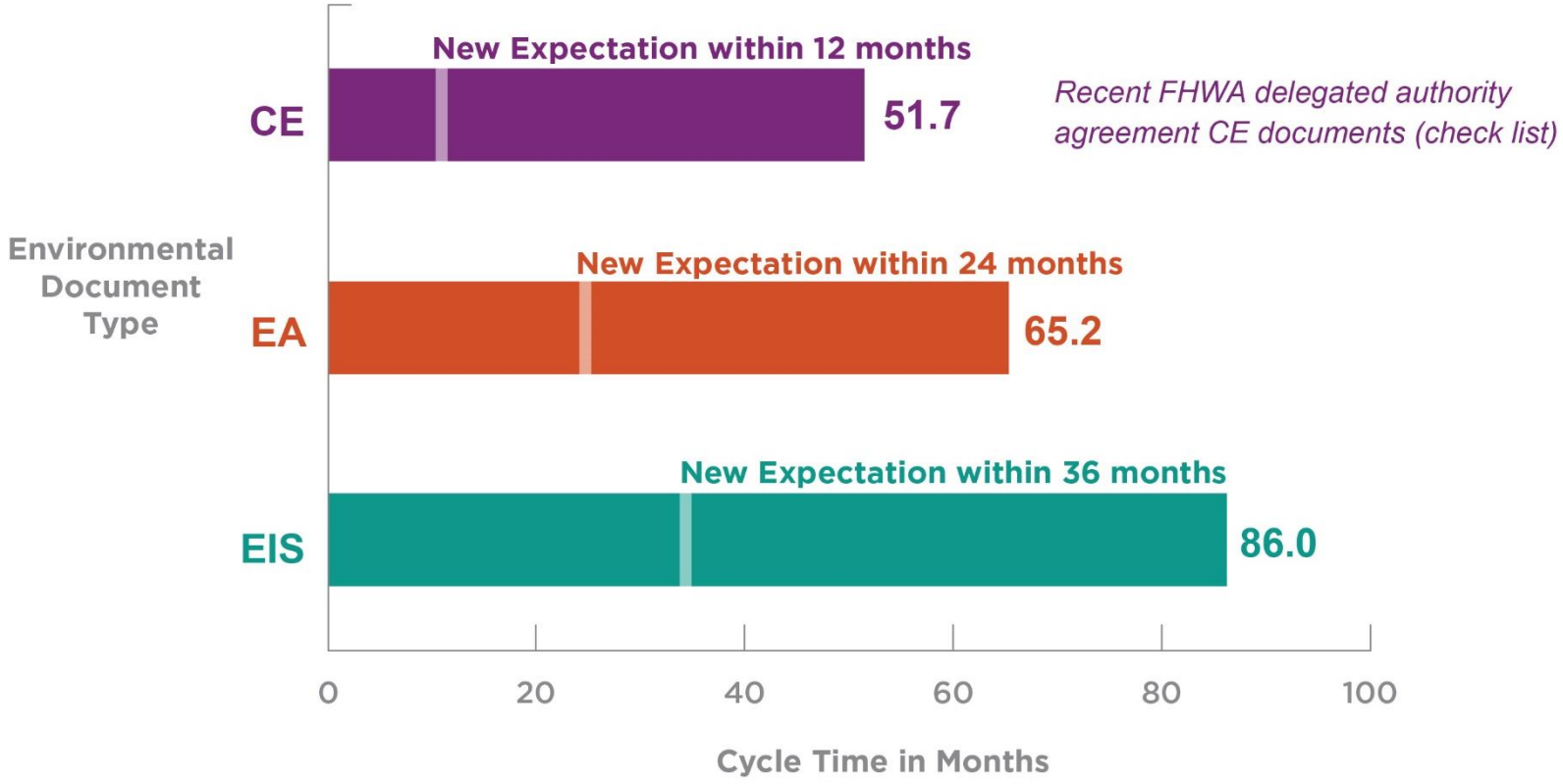
Project Development



Project Development (cont.)



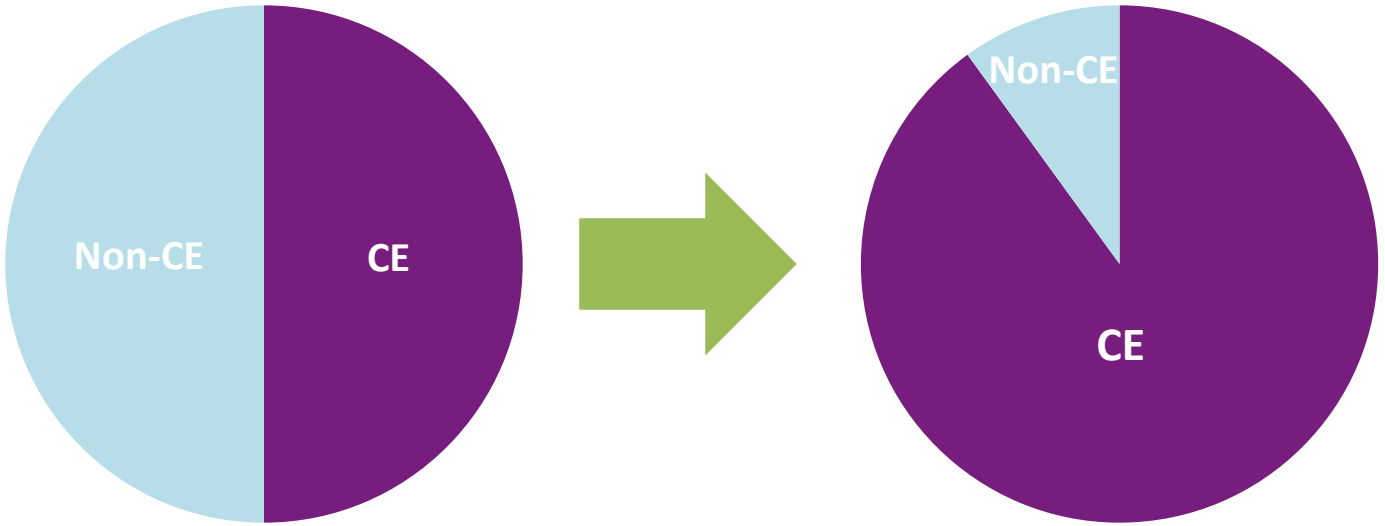
Discoveries and Expectations



(CE) Categorical exclusion
(EA) Environmental assessments
(EIS) Environmental impact statement

Project Delivery

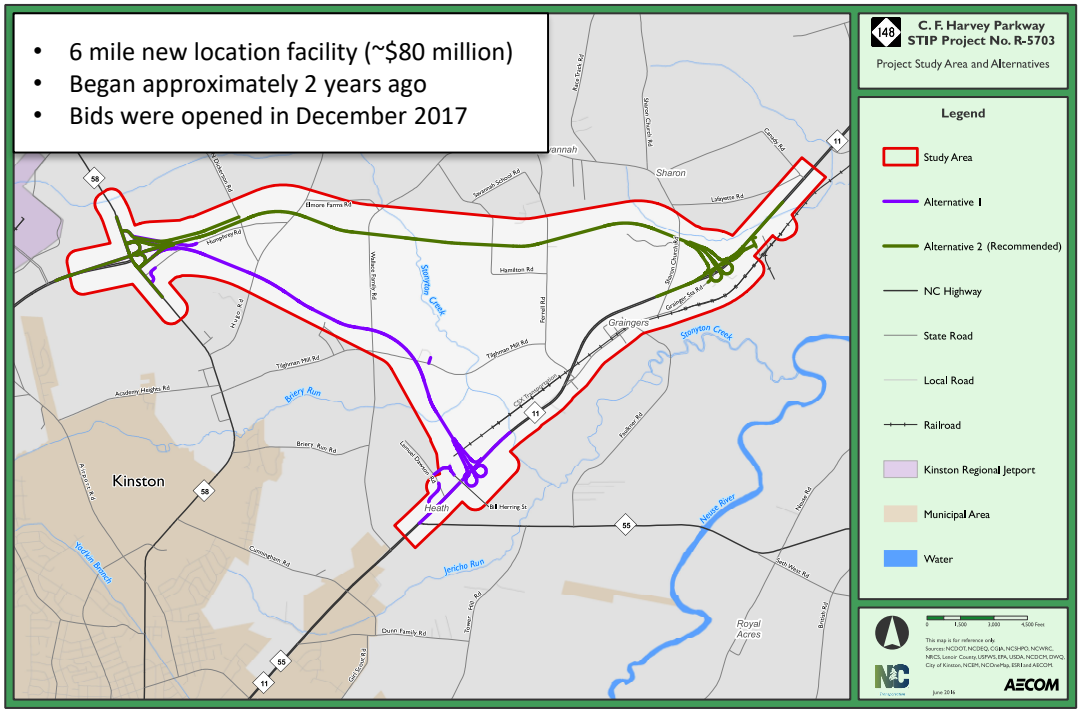
- Consistent policy approach
- Greater emphasis on document type and needs



Next Steps for EAs and EISs?

A proven example: *C.F. Harvey Parkway*

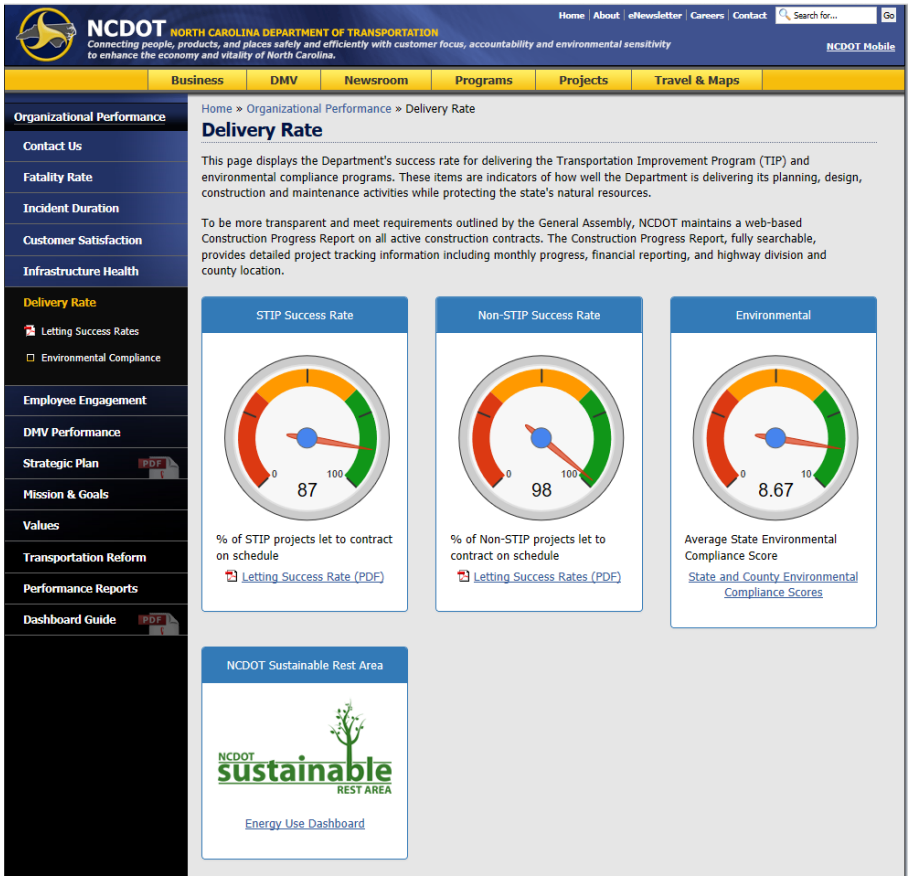
- Combined EA/FONSI
- Utilized GIS data/info from the Kinston Bypass Project
- Close collaboration with resource agencies
- Level of effort for analysis/design “right-sized” for project
- Concise reports and document



Industry Partners

- PEF Rates
  - Development of Consultant Rate Schedule System
  - Firms only submit rates (OH, salary and cost of capital) into the system
  - Applicable for all projects for that year
  - More straightforward and efficient
  - Supported by industry
- Change negotiation process – only assess mandays and distribution of work across discipline type and level
  - Use industry rates
  - Allows for quicker negotiation and initiation of work by PEF
- Procurement
  - Simplifying the number of on-call contracts as well as the language included in contracts
  - Utilization of Docusign for all Professional Service contracts, NTPs, etc to speed up contracting and initiation of work by PEF

Oversight and Controls



- Internal
  - Focus on program delivery
  - Constant status review – scope, schedule and budget
  - Opportunity to accelerate projects
  - Involvement at all levels
  - Systematic
- External
  - Legislative requirements

Other Initiatives – Leave no stone unturned